

**IN THE SPECIFICATION**

Please amend paragraph 2 as follows:

This invention relates to an intake module assembly for a vehicle engine that forms a complete air path from an air filter to an engine cylinder head within a two-piece shell structure.

Please amend paragraph 22 as follows:

The lower 12 and upper 14 shells each include at least one resonator portion 28, a zip tube portion 30, and an intake manifold portion 32. When the shells 12, 14 are aligned and joined together, a complete resonator 28 and intake manifold 32 are formed solely between the shells 12, 14. This will be discussed in greater detail below. The shells 12, 14 are preferably formed from molding materials and by using molding processes that are well known in the art.

Please amend paragraph 25 as follows:

Air flows through the inlet air duct 26, through the filter 20, through the resonator 28 and into the throttle hose portion 44. Air then flows through the throttle body 40 into the zip tube portions 30, into the intake manifold 32, and finally into the vehicle engine 22 at the cylinder head 36. Thus, the entire air path from the air filter 20 to the engine cylinder head 36 is formed within the upper 14 and lower 12 shells with zip tube and throttle hose portions 30, 44.

Please amend paragraph 28 as follows:

The zip tube portion 30b of the upper shell 14 includes a mounting interface 84 ~~50~~ for the throttle body 40, shown in Figure 4. The mounting interface 84 ~~50~~ includes a circular opening

52 surrounded ~~ing~~ by a mounting flange 54, which includes a plurality of openings 56. The fasteners 42 are received within the openings 56 to attach the throttle body 40 to the intake module assembly 10. An exhaust gas re-circulation (EGR) port 58 is also formed in the zip tube portion 30b of the upper shell 14. An EGR system (not shown) conducts exhaust gases from an exhaust source back into the intake manifold 32, as is known in the art.

Please amend paragraph 29 as follows:

The zip tube portions 30a, 30b each include a wide span flange 60a, 60b. The flanges 60a, 60b are aligned at a zip tube attachment joint 62. The flanges 60a, 60b provide increased rigidity and structural integrity at the attachment joint 62, as shown in Figure 5. A structural flange 64, also shown in Figure 5, is formed on the lower shell ~~14~~12 at the mounting interface 34 to the vehicle engine 22. The flange 64 is formed underneath the openings 50 that communicate with the cylinder head 36. The flange 64 is formed with high rigidity in the lower shell 12 for attachment to the cylinder head 36 with fasteners (not shown) having a locking compound. The benefit of this configuration is that compression limiters are not required.